

Robert Narveson
1729 C St.

Remarks to Planning Commission, March 27, 2002

My name is Robert Narveson, my wife and I have been homeowners in the Near South for forty years, have raised our three children there, spent our working lives there, and continue to enjoy our home there in our retirement. We have enjoyed the advantages of proximity to downtown, to the public library, to grade, junior high, and high school, to the University, to businesses and entertainment.

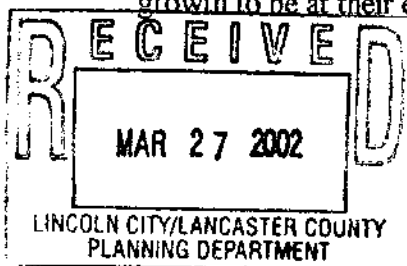
Because of our proximity to down town, my wife, myself, and our children have been able to rely on bicycling and walking for most of our transportation. Believe it or not, in this day and age, we have always been a single-car family. Our children walked or biked to school, church, library, and theaters, just as we still do as a rule, just as we generally walk to the grocery store and bakery, just as I rode my bicycle to come here today to speak with you.

Promoting the conditions that allow people to move about freely without depending on automobiles for everything is one of the ways public leaders can help ameliorate the traffic congestion that is so much on everyone's mind. Desirable housing close to shopping, schools and jobs is one major condition; efficient public transport is of course another. Abundant safe bicycle routes is another. And in that regard I urge the restoration of the signed bicycle routes on residential streets, and the design of such routes to encourage their use by bicyclists while discouraging their use by autos--this can be done.

Because we can and do do much walking, I may remark parenthetically, we have to be concerned that, even as the city and county plan to spend hundreds of millions on street projects and expansions of utilities, there exists a backlog of sidewalk repairs that, we understand,, at present rates of construction--and we were told this last year before the current budget shortfalls--would take two hundred years to eliminate.

Though in the past, some misguided city policies, particularly in zoning, did much damage to the Near South, by encouraging the destruction of much fine housing and its replacement with badly designed apartment buildings, by allowing density that overtaxes utilities, by encouraging absentee landlordism, by allowing sidewalks to deteriorate and streets and parking to become storage lots for too many automobiles,--nevertheless--though from adverse publicity in the media and denigration by real estate interests many people have a contrary opinion--we still find the Near South a highly desirable place to live. Some of the past misguided city policies have since been ameliorated, thanks to strong work by neighborhood associations and enlightened city leadership; others remain.

While expansion into new neighborhoods is necessary for a growing city, I urge the Planning Commission and the city and county leadership to do everything possible to maintain older residential and business neighborhoods, and, especially, not to allow city growth to be at their expense.



Robert Narveson



My name is Jacqui Herman
I live at 1635 Euclid Avenue

First, I wish to thank ~~you~~ the commission for providing a forum which allows the citizenry an opportunity to participate in this planning process.

In general I support the goals you have formulated for future expansion in Lincoln Lancaster County. Good luck to you with the completion of this document.

As to particulars, I would like to see greater emphasis placed upon the necessity of having an urban forest in the city. Using your projected increased growth figures, I think we need ~~language~~ ~~growth~~ which requires the planting of trees at a minimum rate established under the standards set for a Tree City USA designation. Trees mitigate pollution, as well as enhance the esthetics of a community.

And I would like to propose that the new plan include standards for acquisition of new parks and green space. A mechanism needs to be mandated ~~into~~ by monies for ongoing maintenance of parks and green space will be included in cost projections for development of them whether the lands be gifted or purchased by the governmental entity involved.

No more ~~of~~ neglected parks because of insufficient revenues, PLEASE!



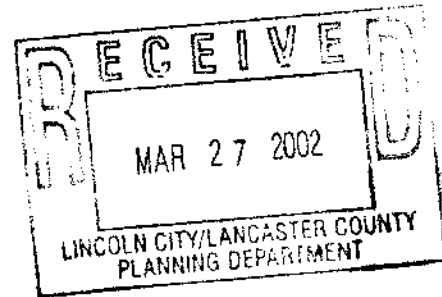


Lancaster County Farm Bureau

5815 South 58th, Suite C, Lincoln, Nebraska 68516

Telephone: 421-9200

March 27, 2002



LANCASTER COUNTY PLANNING COMMISSION
555 SOUTH 10TH ST
LINCOLN NE 68508

My name is Burdette Piening, president of Lancaster County Farm Bureau. I live in the western part of the county.

Lancaster County Farm Bureau board members would like to take this opportunity to inform you of their position on acreages. We support the present policy, which now gives landowners the right to sell off 20 acres throughout the entire county. We would change and recommend the support of a clustering concept of 4 homes to 20 acres within an eighty-acre parcel with a bonus of one house if all requirements are met with the exception that if that parcel is not a full 80 acres due to correction lines or road right of ways then the remaining land could be less than 60 acres.

The reasons why we feel this is important are listed as follows:

1. Landowners should still have the right to determine the designation of their land equally throughout the county.
2. It allows for the sale of smaller lots while preserving farm ground, which many environmental groups are eager to acquire.
3. This idea better accommodates build-through for the city at a later time.
4. Better accommodates safety throughout the county by having one driveway rather than several. All mailboxes and school bus stops would be far enough off the main road in one place. This not only would help the farmer moving equipment down the road, but the mailman and school bus driver would benefit as well.

acreage development Policy

The proposed ~~the system~~ would impact many people economically, not only this generation but also the next. It would also be discriminating and treat parts of the county as second-class citizens.

As I understand it, the county board of zoning appeals does not discriminate and treat everyone the same. Why should the Comprehensive Plan be any different?

*Where belonging
makes a difference!*



Other Concerns:

We oppose the creation of a public agency administration found on page F62 of the plan. We do not need anymore bureauracy. Residents of the city and county would not have the check and balances that is needed. We want the authority to stay with respective boards.

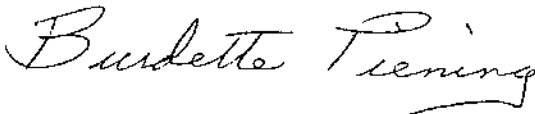
We also believe there should be an addition in the plan that states all land, whether purchased outright or obtained by easements, that the basics of compensation should consider the present and future value of that property.

Extreme caution should be exercised in placing restrictive regulations and easements that hinder agriculture land values. Example: Smoke buffers as found on page F57.

On page F47 the last paragraph should read, "Continue to encourage and permit accessory farm occupations and explore options to permit an additional employee on the premises to assist in the farm occupation. Case in point—seed businesses, welding shops, auto repair shops, or auto painting shops. Many farmers need to supplement their income through the above businesses.

Thank you for allowing us this opportunity to present our feelings.

Respectfully

A handwritten signature in cursive script that reads "Burdette Piening". The signature is written in dark ink and is positioned above the printed name and title.

Burdette Piening, President
Lancaster County Farm Bureau

Green Plan for Lincoln – a Unique Comprehensive Plan for the Future

Charles A. Francis, 4435 Pioneers Blvd., Lincoln, NE 68506 (483-6727)
Testimony to Planning Commission, March 27, 2002

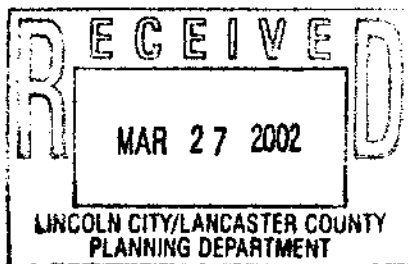
The "greenprint" plan that is central to the draft Comprehensive Plan for Lincoln and Lancaster County is a well-conceived and carefully designed guide to future development. My wife Barbara and I **strongly support the Environmental Resources chapter** of the draft plan and urge the commission to keep this intact. We cannot allow this to be diluted.

We moved to Lincoln 25 years ago because of a challenging job offer in research at University of Nebraska. We have stayed in Lincoln because this has been a great place to raise children and has unique parks and culture. It is essential to preserve that heritage for future generations.

We all stand today at an important point of decision. Will Lincoln continue to provide a special environment for all our citizens to grow and learn in a truly people-oriented city known for green space, healthy children's activities, and plenty of outdoor culture? Or will we become one more conventional Midwest city with uncontrolled sprawl, undistinguished retail malls, and unimaginative growth decisions made by a small minority based on short-term economic gains?

We have the opportunity to establish new directions for the future. Protection for agriculture and stream corridors, heritage greenways including the "emerald necklace" concept, and extension of Wilderness Park to the south are essential elements of the draft plan. The Planning Department has worked long and hard, with an amazingly high level of public input and consensus building, and has given you a draft comprehensive plan that should make us all proud. They are true professionals, using the latest in available technology, who have tapped into local groups to develop a quality plan. Let's not allow that to be torn apart.

We have a course at the University of Nebraska called "Urbanization of Rural Landscapes" that is open to the community. There we study growth patterns and consequences in cities across the country. In this course we have seen the negative results of development driven only by short-term economics. Our city is extremely fortunate to have a dedicated and serious group of planners who have tapped into all sectors of the community, and who have developed a dynamic plan that recognizes the need for growth as well as multiple and complementary uses of the urban and rural landscape. Let us put aside the short-term economic desires and pressures of a minority in favor of the long-term needs and benefits of the larger community. We urge you to keep the environmental resources elements intact.



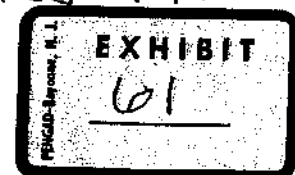
March 13, 2002 *total 105*

Our attendance at this Public Hearing signifies that we the undersigned call upon the Lincoln Planning Commission to remove the Yankee Hill Road Extension through Wilderness Park study project from the Comprehensive Plan as an environmentally and fiscally irresponsible project.

Protection for Wilderness Park; agricultural stream corridors; riparian corridors; saline and fresh water wetlands; and native prairies should be maintained in the Comprehensive Plan along with the inclusion of buffers for these areas.

The provision for an extended Wilderness Park should be retained in the plan as it now exists.

Name	Address	Phone Number
1. ARVID O. & WYATT E. WUNDERLICH	5002 NW 135 Ave. ^{Lincoln}	402-493-1704
2. Carol Brown	2201 Elba	435-8932
3. Rick Halverson	6311 Inwood Rd	435-2244
4. Rosalind Morris	3018 O St.	435-3382
5. Blaise Reinke	2800 Woods Blvd.	328-8459
6. [Signature]	3101 Prairie Rd	702-5326
7. Dike Echertley	1345 Garfield (62)	477 6490
8. Tim Knott	4310 Waterbury Ln	483-5656
9. Lyn Kathleen	1929 High St., Lincoln	423-6934
10. Dan Clinchard	638 N. 25 th St. (03)	438-2237
11. Janet E. Douglas	210 Bruce Dr (10)	488-7333
12. Pat Cole	3801 Calvert St. (86)	488-4460



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Name	Address	Phone Number
1. Cinnamon Dekker	118 N 14 th	475-8663
2. George Schlitt	2600 C	474-0682
3. Dan Schlitt	2600 C	474-0682
4. Phyllis Hergenroder	5701 Yankee Hill Ave	421-7085
5. Jim Sney	1501 A St #1	438-9629
6. Sue Burbach	4220 N. 14 th	476-9454
7. Bryant Reynolds	3800 S. 48 th St,	486-2564
8. M. L. SISEL	1010 W. P	—
9. LEN SCHREPER	2315 Road S MILLIGAN 68406	402-295-2344
10. Rob Barnhardt	1405 S. 16 th St Lincoln 68502	435-5340
11. Tom McCormick	1406 D St	—
12. Alex Anderson-Simult	1834 Lyons.	477-4976

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	Name	Address	Phone Number
1.	John Carlini	712 So. 11 th #2	475-7275
2.	Kandra Halun	1425 S 22	477-1505
3.	Tom McSorock	1406 D St	
4.	Marty Tounley	3220 E Summit	509-6734
5.	Marilyn McCall	1701 W. Rose St	476-7463
6.	Jacqueline Barthard	1010 Sumner	435-1473
7.	Bob Ruskamp	4200 N. 1A	435-1384
8.	Jim Burden	7000 NW 27	470-3678
9.	Charles Francis	4435 Pioneers	483-6727
10.	Barbara Francis	4435 Pioneers	483-6727
11.	Rachel Deligannis	3624 Huntington #4	467-2167
12.	Larry Emenamin	2917 S. 53rd Street	488-7782

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Name	Address	Phone Number
1. Jack Spahn	8975 N 7th	402 4774652
2. Margaret Fairchild	3607 "B" St	402 488-8681
3. Sarah Fairchild	3607 B St	402 488-8681
4. Rich RODENBURG	3155 Tihen CR	421-1401
5. Christy Lugin	1234 K St. - C4	435-5255
6. Jane Collins	2100 Albert St	420-2101
7. Robert Klein	1801 Y St	540-4159
The Yankee Hill Rd proposed for a study benefits few and detracts many.		
8. Carol Reed-Klein	2200 N 57th St	467-1268
9. Craig E. Groat	4935 Huntington	467-3331
10. Michel J. H.	2700 W. Paddock Rd	420-9092
11. Joe Gaby	4835 Knox St 68504	466.1440
12. Bob Kuzelka	1935 A St 68502	475-0221

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Name

Address

Phone Number

1. Margaret J. Vrana 1919 E St (10) 475-5020
2. Mary Esther Roseberry-Brown 1421 F St, 477-8282
- 3.
- 4.
- 5.
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Name	Address	Phone Number
1. Alene Swinehart	1834 Ryons	477-4976
2. Rod Hornoy	7901 Eastpointe	402 488 9222
3. John Carlini	71250. 11th #2	475-7275
4. James Barnes	1919 E ST	475-5020
5. Margaret Vrana	1919 E St.	475-5020
6. Barbara H. Allen	2320 Sheridan Blvd.	435-0254
7. Donald Allen	2320 Sheridan Blvd.	435-0254
8. Donald Allen	220 North West St	
9. R. J. J.	3855 Steele Ave	474-3855
10. Chris Smith	6518 Francis	464-9320
11. V. Benes		470-3161
12. Lois Hansen		488-0630

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Name	Address	Phone Number
1. Vicki Hahn	740 So. 11 A-2	435-4397
2. Sarah Webber	3801 Wendover Ave.	477-3697
3. Joseph Mode	3821 NW 52nd St.	1 470-6065
4. Rachel McClain	2224 Ast	482-435-3459
5. John Robert	631 S. 11th #5	477-3804
6. Greg Roush	5440 Semmer	489-0701
7. Genevieve Randall	1810 Starfield #2	438-9659
8. Troy Kach Brown	8358 West Vanhorn St.	476-9616
9. Barbara Fitchett	4615 Kirkwood Dr	484-7787
10. Jeff Fletcher	1900 So 105	488-4451
11. Steven Larrick	920 South 8th St	435-5612
12. Rusty Bink	5411 South 37	328 328-8073

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Name	Address	Phone Number
1. J. Gutierrez	2105 B	476-9596
2. Randall Miller	3415.52	499-2611
3. Kevin Poague	4724 A St (68502)	489-1418
- 4. Jan Berg	9000 S. 51	420-1336
- 5. Danner Beckman	320 E 2nd Hickman	792-2313
6. DAVID MURPHY	LINCOLN	477.4374
7. Marilyn Bonsall	5910 Deerwood Dr.	4897849
8. Patti O'Malley	1305 W. Harbour Blvd	477-4466
9. Fred Henry	8230 Pine Lake Rd	489-2842
10. John Rota	4920 Sugar Creek Rd	420-5949
11. Sheryl Cull	4508 Bel-Ridge Dr.	477-3925
12. Momi Usa	33408.31	423-7705

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2. Margaret Finkish	3607 B Street	488-8641
3. Branna Fields	4215 F Street	486-0185
4. Karl K. Remmings	Janik 2936 J	438-4054
5. Eallie Dietrich	5217 Summer St.	489-6084
6. Jennie Young	3950 Worthy Dr	68502-423-149
7. Linda Rex Geller	4821 5047	488-1920
8. Rosalind Morris	3018 O St	435-3382
9. William Wayne	1980 C St.	476-0440
10. Bill Crawford	105 N 8th Street	
11. Ken Gertan	2310 S Canterbury Lane	423-354
12. Sherry DeLaney	7337 Logan Ave	68507

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1. Meredith Gosnell	812549 th St	4836110
2. Bonnie Anthony	2626 A	4752357
3. Bud Narveson	1729 C St	435-5858
4. Todd Paddock	4306 Adams St.	467-5373
5. Carol Reed Klein	2200 N 51 th St	540-4159
6. Marian Langan	1845 E St.	477-4379
7. Danny Walker	427 "E" St.	477-7064
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3-19-02 OWH

Deputy on Harley to ride Cass County trail system

By TODD VON KAMPEN
WORLD-HERALD STAFF WRITER

PLATTSMOUTH, Neb. — A century ago, a Cass County deputy sheriff could hop on a horse and ride the rails to a crime.

Now a deputy can hop on a Harley and ride the trails.

The Cass County Sheriff's Office will use local donations, a state alcohol-enforcement grant and a motorcycle offered by Harley-Davidson Corp. to patrol the county's rural hiking-biking trails for a year, Sheriff Bill Brueggemann said.

A deputy will work overtime on weekends to respond to calls about illegal alcohol use, littering, trespassing and other crimes and misbehavior, he said.

A prime focus will be Cass County's end of the MoPac East Trail, which runs along 25 miles of abandoned railroad line from Lincoln to Wabash.

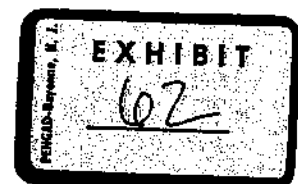
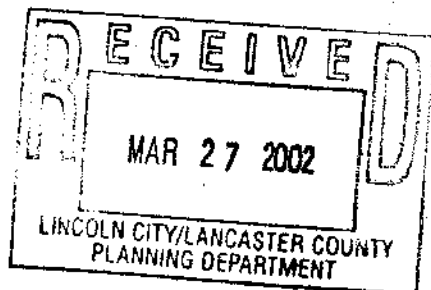
Although the Lower Platte South Natural Resources District offers keys, "every officer has 50, 60 keys, and they're trying to get the right key" and losing time, Brueggemann said.

The new patrol will be Cass County's second involving a motorcycle, he said.

Several other Nebraska law enforcement agencies use motorcycles, including police in Omaha, Grand Island and North Platte. Spokesmen for the three departments said officers use bicycles to patrol their trails.

Cass County deputies will go to Ames, Iowa, this week to pick up the motorcycle that Harley-Davidson has provided for a one-year period, Brueggemann said.

A \$4,100 grant from the Nebraska Office of Highway Safety will pay for overtime wages for the deputy eventually assigned to the motorcycle program, Brueggemann said.



—AP

AMC to buy 3-20-02 assets of chain OWH

GC Cos., a movie-theater operator that filed for bankruptcy protection in October 2000, won court approval to sell its assets to AMC Entertainment.

AMC, the nation's biggest publicly traded movie-theater chain, agreed in December to buy GC. It will pay \$169.8 million in cash, stock and notes.

GC, which operated 73 General Cinema theaters with 677 screens, filed for Chapter 11 protection after attendance fell. It was one of nearly a half-dozen theater chains that filed for bankruptcy after struggling to build and operate expensive multiple-screen facilities as ticket sales lagged.

—Bloomberg News

63

COMPREHENSIVE PLAN AMENDMENT REQUEST

TO: City-County Planning Commission
FROM: Commissioner Patte Newman
DATE: March 27, 2002
SUBJECT: Pedestrians, Bicycles and Trails, and Public Transportation
COPIES: Kathleen Sellman, Director of Planning

During the Comprehensive Plan Committee's (CPC) review of the work completed by the Mobility and Transportation Task Force (MTTF), the Committee made a substantial number of editorial changes to the Task Force's drafts regarding pedestrians, bicycles and trails, and public transportation.

The changes made by the Comprehensive Plan Committee were intended to shorten the overall length of the text and modify the general tone of the Task Force's draft language.

As a member of MTTF, I feel that the earlier language prepared by the Mobility and Transportation Task Force better embodied the scope and spirit of the Task Force's work. I've since compared the two text and have prepared suggested language which attempts to capture the best of both documents. A copy of my proposed text is attached.

I would request that the Commission consider substituting the attached text for those three sections of the February 2, 2002, draft.

Thank you for considering this request.

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Pedestrians

Walking is an essential part of our daily activities, whether it be trips to work, shop, or play. Often pedestrian facilities are overlooked or merely added onto street improvement projects. However, to preserve and enhance the quality of life for Lincoln, consistent maintenance of the existing pedestrian system and additional facilities are needed. Planning and developing pedestrian facilities should consider many factors:

- Location of existing and planned activity centers and districts, such as shopping malls, older neighborhoods centers, libraries, community centers and schools.
- Programs to retrofit established sections of town with pedestrian amenities.
- Design standards for pedestrian facilities in new residential and mix use developments.
- Requirements from the Americans With Disabilities Act (ADA).
- Needs of a growing senior population.

The Comprehensive Plan's Pedestrian Plan serves to make pedestrian facilities an integral part of the planning and development from the earliest stages of the planning process.

Pedestrian Level of Service Factors

Five factors make up the quality of the pedestrian environment and define pedestrian level of service:

- Continuity - The sidewalk system should be complete and without gaps. The pedestrian network in shopping centers should be integrated with adjacent activities.
- Security - Pedestrians should be visible to motorists and other pedestrians. Pedestrians should be separated from motorist and bicyclists. Adequate lighting should be provided.
- Visual Interest - Pedestrians enjoy a visually appealing environment. Street lighting, fountains, and benches should match the local architecture. Pedestrian amenities should include landscapes parkways with street trees between the street and sidewalk.
- Directness - Pedestrians should be able to walk in a direct path to destinations like transit stops, schools, parks, and commercial and mixed-use activity centers. Directness is the ratio of actual distance along a sidewalk or pathway divided by the minimum distance the trip would take on a grid system.
- Street Crossing - Street crossings should feel safe and comfortable. Factors to consider are number of lanes to cross, traffic volumes, turning movements, speed of traffic, signal indication, curb radius, crosswalks, lighting, raised medians, visibility, curb ramps, pedestrian buttons and convenience.

Pedestrian Activity Centers Plan

Pedestrians are found throughout the community. Their needs can vary by where they are located:

- Pedestrian Districts - These areas are typically located in settings where people go to walk around, shop, eat, or conduct business.

These districts attract large numbers of pedestrians on a regular basis. They include the Downtown (along with the main campus of the University of Nebraska-Lincoln), University Place, College View, and Havelock. Pedestrian level of service standards in these areas should be high. These areas should have direct, continuous sidewalks with safe street crossings. Visual interest and amenities should serve to attract people to these districts. Future large scale, mixed use activity districts should be considered members of this category of pedestrian activity centers.

- Activity Corridors and Centers - These areas tend to be located along arterials, particularly where two major arterials might intersect. These locations often have strip commercial or "L" shaped neighborhood shopping centers. Directness and safety for pedestrians going to, from, and within these corridors and centers should be stressed.
- Schools - While it might not be critical for the route to school to be picturesque and visually captivating, a safe and secure environment must be provided for students going to and coming from schools. Sidewalks should be direct and continuous with safe street crossings.
- Transit Corridors - Transit trips begin and end as pedestrian trips. Directness and safety are critical elements.
- Other Areas - All areas of the community should have safe, secure, and reasonably direct pedestrian connections. Activities of daily living should be available within walking distance. Neighborhoods should include homes, stores, workplaces, schools, and places to recreate. Interconnecting streets, trails, and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, and conserve energy.

Strategies: Pedestrian Activity Centers Plan

- Target pedestrian improvements in areas shown on pedestrian facilities plan. Refine map as necessary. Use pedestrian standards discussed later in this section.
- Establish dedicated funding for pedestrian facilities within the capital improvements programming process.
- Maintain and improve the existing school crossing protection program.

In order to create greater pedestrian opportunities, particularly in the construction of new "multi-modal" roads and the reconstruction of existing roads, sidewalks and safe street crossings should be considered to include pedestrian push buttons, crosswalk enhancements, median refuge islands, bulb-outs, and other design features. In the older built environment, design considerations should be given to similar options with special flexible sought to minimize impacts to adjacent uses.

Pedestrian Standards

Pedestrian standards should be prepared for public and private developments. These standards should consider existing and future pedestrian activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Pedestrian standards should identify key destinations, and plan for pedestrian facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Pedestrian Standards

- Develop minimum pedestrian standards for all new public works projects, including new roadways and reconstruction of existing roadways. These standards should include street crossing treatment, sidewalk design, and landscaping.
- Develop minimum pedestrian standards for private developments to provide pedestrian facilities connecting key destinations such as schools, parks, trails, and activity centers.
- Select a short-term public works demonstration project embracing best practices pedestrian design standards.
- Develop a city-wide database of pedestrian facilities and crosswalks. Develop a dedicated funding mechanism and prioritization process for implementing improvements.

Pedestrian Facilities Coordination

There is currently not a single clearing house for pedestrian planning, design, and engineering in the City of Lincoln. Instead, a number of departments address pedestrian mobility and sidewalks with varying perspectives as part of other job assignments. Often either these conflict with the objectives for pedestrian design, or the specific job descriptions put pedestrian planning, design, and engineering at a lower priority than other tasks.

The City should clearly identify the organizational responsibility for pedestrian facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing pedestrian policies and standards for public and private developments, addressing pedestrian improvements needs, developing and updating the pedestrian facilities plan map, applying for state and federal grants, and prioritizing pedestrian improvements.

Strategies: Pedestrian Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating pedestrian and bicycle planning activities and for overseeing all pedestrian and bicycle activities within the City.

Pedestrian Education and Enforcement

The pedestrian plan should also contain an ongoing educational elements regarding air quality, vehicular laws, the health benefits of pedestrian activities, and the potential contribution of

pedestrian activities to the reduction of congestion. This should be part of an overall city communication and education program. In addition, enforcement of the vehicle code for both the pedestrian and automobile driver is necessary to promote a safe environment.

Strategies: Develop a Pedestrian Education Program and Enforce Traffic Laws

- Develop Pedestrian education program as part of City's overall communication and education program.
- Provide police resources and manpower to enforce pedestrian and vehicular traffic laws.

Bicycles and Trails

Bicycles can play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, and creating a more balanced transportation system.

Improvement to existing street and trail facilities that are presently suitable for bicycles, and the development of an expanded system of bicycle-friendly roads and trails for the City of Lincoln and Lancaster County's future have been expressed as strong community goals. This is emphasized by the Pedestrian and Bicycle Workshop Vision Statement: "Elevate status of pedestrians and bicyclists in the community to be an integral part of the Transportation Plan."

Bicycle and Trails Standards

The community has an existing system of bicycle trails and on-street bike routes. The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips, and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes.

The future system should include a combination of bicycle trails, bike routes, and bicycle lanes.

Strategies: Bicycle and Trails Standards

- Extend the bicycle and trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- Establish a dedicated funding plan to complete the bicycle and trails facilities plan, and for the continued maintenance of these facilities.
- Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- Evaluate existing bicycle routes and other travel corridors for opportunities to provide bicycle lanes.
- Maintain existing route maps for all trails and routes and provide appropriate signage.
- Implement a public information and education program encouraging bicycles as an

alternative mode of transportation.

Bicycles in the Downtown

Providing for the mobility needs of motorists and bicyclists in the Downtown will require careful planning and engineering.

Strategies: Bicycles in the Downtown

- Develop and implement a Downtown Bicycle Facilities Plan. This Plan shall include north-south and east-west bicycle lanes.
- Work with the Downtown Lincoln Association, the Lincoln Public Works and Utilities Department, the Lincoln Parks and Recreation Department, and other agencies interested in the creation of a Downtown Bicycle Facilities Plan.
- Identify at least one north-south and one east-west corridor to pilot a dedicated painted bike lane.

Bicycle and Trails Standards for Public and Private Development Proposals

Bicycle and trails standards should be prepared for public and private developments. These would allow for the review of any proposed development to assure that future bicyclists can travel to, from, and within the development. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Bicycle and trails standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Bicycle and Trails Standards for Public and Private Development Proposals

- Develop minimum bicycle and trails standards for all new roadways and reconstruction of existing roadways.
- Develop minimum bicycle and trails standards for private developments to provide bicycle and trails facilities connecting key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.

Bicycle and Trails Facilities Coordination

The City should clearly identify the organizational responsibility for bicycle and trails facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing bicycle and trails facilities policies and standards for public and

private developments, addressing bicycle and trail improvements needs, developing and updating the bicycle and trails facilities plan map, applying for state and federal grants, and prioritizing improvements.

Strategies: Bicycle and Trails Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating each aspect of bicycle and trails facilities plan.

Lancaster County Bikeways

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

Bicycle Amenities

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

Strategies: Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.

Bicycle Education and Enforcement

The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.

Strategies: Bicycle Education and Enforcement

- Develop a bicycle education program to promote bicycle awareness and safety.
- Provide police resources to enforce bicycle and vehicular traffic laws.
- Use the City's and County's Internet site and Cable Access Channel 5 to inform and educate the community about bicycles.

Public Transportation

StarTran - the City operated transit system - provides fixed-route service, paratransit (Handi-Van), and taxi door-to-door demand responsive disability service. These public services are critical to those persons that are dependent on public transit services. These services are necessary for compliance with the Federal Americans with Disabilities Act. In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

As a public service, StarTran transit service should be funded and supported similar to any other public service. A public transit system of a size and quality commensurate with the needs of future City of Lincoln and Lancaster County residents and businesses is an important element of the Transportation Plan.

Transit service, whether fixed-route or demand-responsive service, is intricately linked to many other governmental and planning actions. Providing transit fixed-route service relies upon direct pedestrian connections from the place where the trip begins to where the trip ends. Transit service reacts to the density of the City, transportation corridors and activity centers, as well as to the design of activities along those corridors and centers it serves. High travel corridors and activity centers with a mix of uses provide the demand that can effectively support higher levels of transit service.

Public investment and future development must balance all transportation modes. This balance includes accommodating the pedestrian and the private automobile - through construction of arterial roadways and construction and subsidies for high cost multi-level parking structures - while also investing in fixed-transit and demand-responsive services. The design of the City's infrastructure and roadway system must consider all transportation modes, including transit.

The evolution of an auto-oriented Lincoln has occurred over decades. It will similarly take time to restructure development patterns and uses to achieve an environment which can promote productive transit service.

To achieve viable long range transit service for the City of Lincoln and Lancaster County in the year 2025, a number of broad policies and actions are needed to guide successful implementation and expansion of public transit. These policies and action items are described below.

Balanced Transit System

Providing transit services throughout the city requires balancing the number of routes, the frequency of service, and the hours of service.

Strategies: Balanced Transit System

- Monitor and modify transit services in response to changes in development patterns and users needs.
- Consider transit services changes supporting the Comprehensive Plan's Vision of Downtown as a diverse center of activity. Such transit services should aid mobility within the Downtown and further the Downtown's role as an entertainment center.

Transit-Friendly Development

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high- density land development patterns which link residential areas and employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services.

Strategies: Transit-Friendly Development

- Develop direct and continuous pedestrian access standards for new development and redevelopment projects.
- Promote mixed-use, high-density activity centers and corridors integrating transit-oriented standards as the project's design.
- Develop and implement transit-oriented design standards for new development.

Maximize Transit Productivity

Fixed route transit service to the majority of all homes and businesses. This type of service extends coverage at the sacrifice of higher service standards along more productive routes.

The 2025 Plan needs to address both the coverage requirements for serving the transit dependent population as well as productive routes for capturing new riders and reducing congestion. Achieving higher productive routes requires strategic planning effort to direct growth patterns along transit corridors and concentrate activity into mixed-use activity centers.

Maximum transit coverage and maximum transit productivity forms the continuum of options for the transit provider. At one end of the continuum is the provision of service to the majority of all homes and businesses. This type of service extends coverage at the sacrifice of higher service standards along more productive routes.

Strategies: Maximize Transit Productivity

- Develop incentives and land development policies promoting mixed-use, high-density development along transit corridors or areas with proximity to existing or future transit service.
- Monitor and modify transit services to maximize transit ridership.

Maximize Transit Connections When Structuring Routes

As the city develops the need to serve additional populations and destinations will change and grow. StarTran routes should be modified to recognize this change in ridership and transit user needs.

Strategies: Maximize Transit Connections When Structuring Routes

- Near-Term: Maintain the current radial network to the Downtown and provide supplemental service to other portions of the urban area with convenient transfer options.
- Long-Term: Expand the modified grid system while maintaining the productive elements of the radial system serving Downtown. Reallocate less productive radial service into grid services by targeting emerging mixed use activity centers and corridors.

Accommodate Transit When Designing Roadway Improvements

Roadway design should consider the needs of public transit, including bus turnouts, sidewalk connections to transit stops, safe street crossings, street lighting for security, and bus stop and benches.

Strategies: Accommodate Transit When Designing Roadway Improvements

- Develop and apply roadway design standards that support and promote public transit use. These standards should address transit operations and rider safety and comfort.

Explore Regional and Commuter Transit Service Options

Travel between Lincoln and regional destinations (such as the Omaha metropolitan area) will increase during the planning period. The travel will include routine commuter trips as well as other discretionary travel. Public transportation may support this travel using a variety of transit delivery options employing various vehicle types and service configurations. Planning and

improvements might be considered to help promote and support the possibility of commuter rail for Lincoln beyond 2025. These strategies might include developing a multi-modal center in the Downtown area with immediate access to the existing rail service.

Explore Regional and Commuter Transit Service Options

- Consider rail service and other transit modes to provide regional public transportation services (particularly between Lincoln and Omaha) during the interim and long term.

StarTran Transit Contract Service

Contract transit services typically operate with a higher level of ridership productivity and generate greater revenues than do traditional fixed route services.

Transit services are funded by various local and federal government funds and rider fares. Other local options for collecting rider fares are through contracted services. One example is the University of Nebraska, which contracts for an inter-campus shuttle and city wide transit service. Through direct contract funding, all University faculty and staff pay no fares when using the service.

Contract service is common in university cities as it (1) provides the transit operator a large and compact ridership base to service and (2) provides university students and faculty with convenient transit access. This type of contract also benefits a city in which the university is located by reducing congestion.

Strategies: Pursue Expanded Contract Transit Service Contracts

- Pursue contracted transit service opportunities with employment, entertainment, and commercial uses.
- Develop a policy for encouraging major employment, entertainment, and mixed-use centers to utilize contract transit services.

Special Needs Demand Responsive Transit

StarTran provides special transportation services for persons with disabilities in compliance with the Americans with Disabilities Act. Services include accessible fixed route buses, the Handi-Van service, brokerage, and taxi programs.

Special needs transit services are also offered to their clients by various local private organizations. Area-wide coordination of all special transportation services would make better use of available equipment and better meet the needs of persons with disabilities.

Strategies: Special Needs Demand Responsive Transit

- Pursue coordination with special transit service providers to promote improved operational efficiency and cost effectiveness of special needs transportation services. This should include the potential coordination of such services.

Park-and-Ride Opportunities

Establishing park-and-ride locations along outlying areas of the community could support transit connections to the Downtown and other mixed use centers. As Lincoln grows and expands its urban boundary, trip numbers will increase. Shifting some automobile trips to transit can reduce traffic impacts within the existing community, reduce the cost of parking in the central core, and provide increased mobility options for both future and existing development

Strategies: Park-and-Ride Opportunities

- StarTran and the City-County Planning Department should define strategic locations in the community for park-and-ride facilities.
- Encourage future developers to work with StarTran and the city to include park-and-ride opportunities in their developments.

Long Term Public Transportation Funding Approach

Enhancing transit usage should consider ways to ensure that public transportation service has committed, adequate financial support over the entire planning period.

StarTran fixed-route and demand-responsive transit services account for less than two percent of the current six-year City of Lincoln Transportation Improvement Program (TIP). While this level of funding might be adequate to provide for the basic transit services for the disabled and transit dependent, the funding level is not sufficient to provide the frequency, route coverage, and structure to compete with the level of service offered by the automobile.

Public funds and policies subsidize parking in the Downtown area against which transit then competes. Transit funding is not seriously considered as a way to provide mobility along congested corridors. There are significant fiscal, neighborhood, and environmental impacts when those corridors are widened. The long-term strategy to enhance mobility through a wide range of alternative transportation modes requires long-term funding commitments for StarTran.

Strategies: Long Term Public Transportation Funding Approach

- Conduct a funding and subsidy study to determine the trade-off costs and benefits of various transit funding levels.
- Establish a long term funding commitment to public transportation to provide for transit services for existing and future developments within the City.

63A

COMPREHENSIVE PLAN AMENDMENT REQUEST

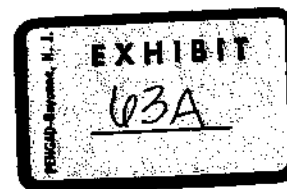
TO: City-County Planning Commission
FROM: Commissioner Patte Newman
DATE: March 27, 2002
SUBJECT: Two Plus Center Turn Lane Text
COPIES: Kathleen Sellman, Director of Planning

I would request that the Planning Commission consider inserting the following language on at the end of the second paragraph on page F-107 regarding the "Two Plus Center Turn Lane Program:"

While all arterial rehabilitation projects should be done to a width that can accommodate two lanes plus a center turn lane, actual striping may vary depending on particular neighborhood circumstance.

Thank you for considering this request.

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63B

COMPREHENSIVE PLAN AMENDMENT REQUEST

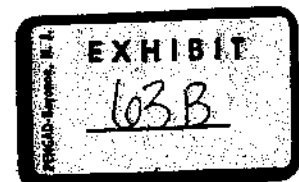
TO: City-County Planning Commission
FROM: Commissioner Patte Newman
DATE: March 27, 2002
SUBJECT: Right-of-Way Considerations
COPIES: Kathleen Sellman, Director of Planning

I would request that the Planning Commission consider substituting the following language for the first full paragraph on page F-112 regarding "Right-of-Way Considerations:"

Within the older established areas of the city, 66 foot rights-of-way are typical. This is normally adequate for a two lane or a two plus center turn lane street design, which is typically 33 feet wide (back of curb to back of curb.) Where impacts from even minor widening would be significant, 31 feet (back of curb to back of curb) is an acceptable width. The use of these street designs within a sixty-six foot right-of-way should allow space for pedestrian or bikeways, landscaping, and utilities.

Thank you for considering this request.

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63C

COMPREHENSIVE PLAN AMENDMENT REQUEST

TO: City-County Planning Commission
FROM: Commissioner Patte Newman
DATE: March 27, 2002
SUBJECT: Owner Occupied Dwelling Unit Text
COPIES: Kathleen Sellman, Director of Planning

I would request that the Planning Commission consider reinserting language regarding owner occupied dwelling units that appeared on page E-8 under "Households: A Quilted Pattern" of the January 2, 2002, draft Comprehensive Plan. The specific paragraph read as follows:

The percent of "owner occupied dwelling units" throughout the County remained unchanged between 1990 and 2000 – exactly 60.5 percent for both benchmark points. The "owner occupied dwelling unit" figures is down very slightly from 61.4 percent in 1980.

This text should be reinserted at the end of the "Existing - The People" section on page E-8 of the February 6, 2002, draft Plan document. Thank you for considering this request.

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